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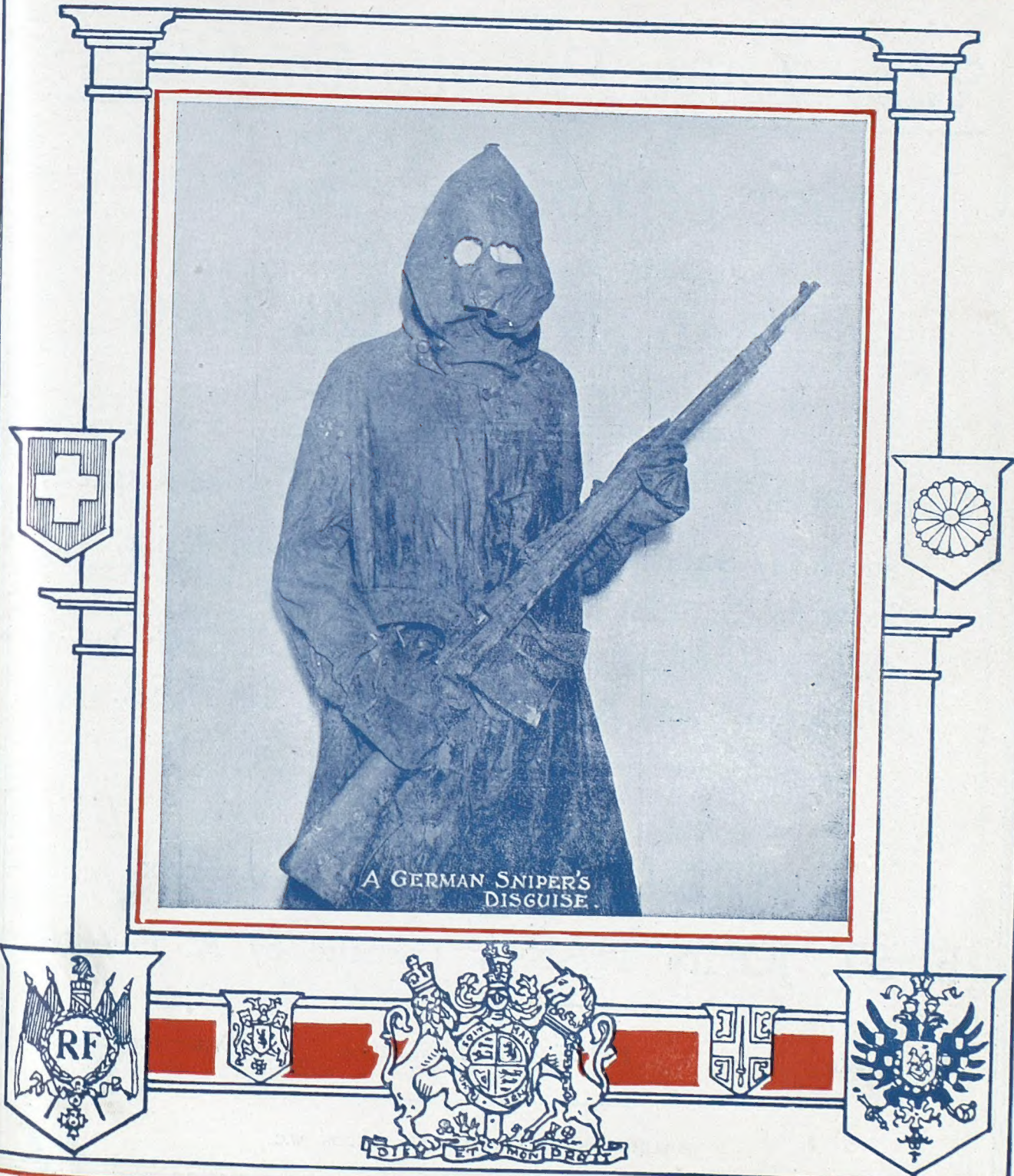
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DECEMBER 13, 1916.

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# THE WAR





h Position-Artillery.



ON THE MARCH;—IN CAMP AND SCREENED.

Their long range and heavy projectiles at the same time the enemy from strong mountain positions and covered the of the Serbian infantry on apparently impregnable heights. upper illustration a French "155" is seen on the line of A similar gun at a camp, partially sheltered from over-view, is shown in the lower illustration.—[Photos. Illus. Bureau.]

# The Illustrated War News



THE NEW PREMIER: THE RIGHT HON. DAVID LLOYD GEORGE, M.P.

Photograph by Vandyk.



# THE GREAT WAR.

By W. DOUGLAS NEWTON.

ALTHOUGH I have the strongest disinclination to drag political facts into notes dealing with war topics, a British Cabinet upheaval cannot very well be ignored. I am not going to plunge into controversy, nor am I going to mutter either "Northcliffe" (that King Charles's head to many) or "Na Poo"; but it is necessary to suggest how this change is a war condition to be noted, and how this change may be likely to affect the war. To be brief and as unpolitical as possible, it must be said that the change seems an evidence of the national impulse towards "keying up." Germany, not merely by her Roumanian victories and her renewed submarine endeavours, but by her great national effort in the mass levy, is showing that she is throwing her whole weight in the scale, and that she wants that weight to tell in the spring. That the Allies must react to meet this output of power was to be expected. From a purely non-partisan point of view we must consider our Governmental change as our effort in countering Germany. Without indulging in any political opinion at all, it can be said that Mr. Lloyd George, who is the new Prime Minister, is to the great mass of the people the expression of the determined and fighting British war spirit. The tightening up, which we have seen in the matter of food, coal, and other things, is likely to continue, and the thing that is certain is that, strong and sure as was our determination before, we will come through these times of domestic affairs stronger, more resolute, and more determined.



NOT "SUPERFLUOUS": "CHOP-CHOP," A VALUABLE PEKINGESE, GIVEN A GOLD MEDAL BY QUEEN ALEXANDRA FOR COLLECTING THE LARGEST SUM OF ANY DOG FOR THE RED CROSS.

Photograph by Alfieri.



THE KING'S WOMEN FARMERS: MISS NORTH AND MISS THOMPSON IN CHARGE OF HIS MAJESTY'S PRIZE DEVON BULLOCKS AT SLOUGH SALE.

Photograph by News Illustrations Co.

That is all that need be said about politics; meanwhile there is still the war. And the war has not given us the greatest satisfaction during the week. With the West mainly quiet, we have had to watch with particular and unrelieved concentration the affairs in Roumania. Last week-end it seemed certain that Bucharest was doomed to fall, the question being whether the forts were ready to make a fight for it, and perhaps delay the final moment, or whether some counter-effort would relieve the situation. We have learnt now how the forts had been dismantled even before the war, and that in the past few weeks the Roumanian Government had removed to Jassy in Northern Moldavia, while the Headquarter Command as well as the Army had gone elsewhere, so that only the shell of a city, with those of the civilian inhabitants who remained, fell to the invader. Last week, too, it was obvious that much would depend on the battle which was beginning on the Arges, for if the defenders had held and won, the Marne might have been repeated. The battle, however,

seems to have been a Tannenberg, not so drastic a defeat as the Masurian fight, but still an emphatic repulse. The Roumanians certainly did make their stand, and made it pluckily. A severe check was administered to the southern German force, both on the Alexandria road, and lower, where the villages of Comana and Gostinari

were recaptured. By this time, however, the Russo-Roumanian centre on the Arges had cracked, and, with the enemy through, the southern

assault was able to make all good. The progress of this central attack effect even than the fall of the advance seems to have uncovered the splendidly stubborn line which barred every enemy effort to make the important Prahova Valley was at last forced to give ground. They were able to drive their way by the region of the rich Roumanian oil, not to minimise this loss to the Allies, it will probably prove a useful in power. Ploesti was the oil-s the Government pipe line, and refineries, though they were produced a prize (even by deprivation). On the side of loss, too, must



WOUNDED, BUT NOT DOWNHE

This is one of the many interesting subjects Galleries until December 16. Everyone ought

quantities of grain stores (some property of England), and captured where beyond 12,000 all told. The loss in prisoners since the beginning, has been 100,000 men.

The next move of the enemy to clear or attempt to clear the Cernavoda, to link up with the Dobrudja, and also to give a the Black Sea. The defence was by the fact that the enemy, though is between, is on the left flank, with the right with no Danube to hinder. The new Roumanian line may be Prahova to the east of Bucharest. Buzen-Braila railway, each of the its right flank along the mountain in spite of the first and continuing



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assault was able to make all ground once more. The progress of this central attack had a graver effect even than the fall of Bucharest. The advance seems to have uncovered the flank of the splendidly stubborn line which for two months barred every enemy effort to make headway into the important Prahova Valley. This defence was at last forced to give ground, and the enemy were able to drive their way by Ploesti into the region of the rich Roumanian oil-fields. We must not minimise this loss to the Allied strength, for it will probably prove a useful enemy accession in power. Ploesti was the oil-storage centre of the Government pipe line, and its stocks and refineries, though they were probably destroyed, form a prize (even by deprivation) of real value. On the side of loss, too, must be placed great

Falkenhayn, have never been forced. Whatever the expedient in defence, there is bound to be some very stern fighting. Not merely will everything be done to save the rest of Roumania, but unless the invasion is checked the Germans will in time bring their forces against the Russian flank in Bessarabia; that is, they will hold a position behind the main Russian line. Speculation on what is to follow in Roumania is idle, just as it is idle, for the present moment, to try and find reasons for the failure on this front. Obviously the Germans threw every concentration against this front and overwhelmed it. The enemy inability to hold the Allies north of Monastir, is, perhaps, as has been indicated here already, a sign that Roumania came before Macedonia, or anything else; but there are



WOUNDED, BUT NOT DOWNHEARTED! CANADIAN "WALKING CASES"—INCLUDING A JAPANESE SERVING UNDER THE CANADIAN FLAG.

This is one of the many interesting subjects shown at the Official Exhibition of Canadian War Photographs, on view at the Grafton Galleries until December 16. Everyone ought to visit the Exhibition, the proceeds of which go to the Canadian War Memorial Fund.

*Canadian War Records.*

quantities of grain stores (some of this the property of England), and captures of men, somewhere beyond 12,000 all told. The total Roumanian loss in prisoners since the beginning, Berlin tells us, has been 100,000 men.

The next move of the enemy will probably be to clear or attempt to clear the country as far as Cernavoda, to link up with the force holding in the Dobrudja, and also to give a clear rail run to the Black Sea. The defence will be hampered by the fact that the enemy, though the Danube is between, is on the left flank, while he is also on the right with no Danube to hold him off. A new Roumanian line may be found along the Prahova to the east of Bucharest, or along the Buzen-Braila railway, each of these lines having its right flank along the mountain ranges which, in spite of the first and continued assaults of

suggestions that again a shell shortage led to a set-back, a fact borne out by the curious weakness of the defence in the face of the Danube crossing. Of the counter-attempts at relief the difficulties in the path of that engineered in the Kirilibaba zone of the Carpathians were pointed out last week, and it is a melancholy fact that the actions of this week have confirmed our opinion, though the Russians are still exerting pressure, particularly on the Transylvanian front, at Gyimes and elsewhere. Of the actions in the Dobrudja (in which British armoured cars—probably *not* Tanks—took part), we have it from the Bulgarians that success was not pronouncedly on the side of the Allies; and though the Bulgars are not notoriously afflicted with truth, there is no reason on this occasion for disbelieving them.

In Macedonia there has certainly been a



steady headway of the Allies. The Serbians, again, are finding no resistance adequate enough to hold them back. North-east of Monastir, the Grunishta heights, and those north-east of Budimisci, and the strong positions on them were carried; and this, with victories over several villages, has brought the Franco-Serb force rather more than fifteen miles away from Monastir. Guns, including howitzers, were captured, as well as some troops. The new successes level up the Allied line into a straight fighting front, and though no more than a stiffening of Germans may have been sent to reinforce the defence while the Roumanian invasion is in the air, the steady progress, in spite of adverse weather conditions, shows the fine temper of the attack. It is an attack, too, that might, even yet, have some definite bearing on the fighting beyond the Danube. Mixed with this fighting is, naturally, the Greek trouble. It seems

likely, however, that the strong hand of the Allies has brought the dawn of sense into the hostile element. There appears to have been a period of mob rule in Athens, but a shot or two from the Fleets, and the marching of Allied troops on to Royalist positions, proved a strong argument towards reason. Eight batteries of Greek artillery out of ten have been handed over, and the Royalists have, in the main, climbed down. Let us hope they have pacified themselves for good.

In the West conditions have been comparatively "as they were," though gunnery work

has been marked, and there has been a certain amount of trench-raiding. Whether the good weather conditions which have been apparent in this country for many days of the week have obtained in the West; or whether they have had any pronounced effect on the ground, only events will show. Flying has not been so notable, so that perhaps the conditions have not been so good.

On the sea there has been a resumption of submarine warfare, directed with a certain amount

of reckless virulence against neutral (especially neutral) and British shipping alike. An unexpected touch has been the appearance of a German submarine in the Madeira waters. This venturesome craft appears to have come within striking distance of Funchal, and to have torpedoed the French gun-boat *Surprise*, a British cable-laying vessel, and a French transport. Then, at a range of two miles, it fired about fifty shells into the town until driven off by

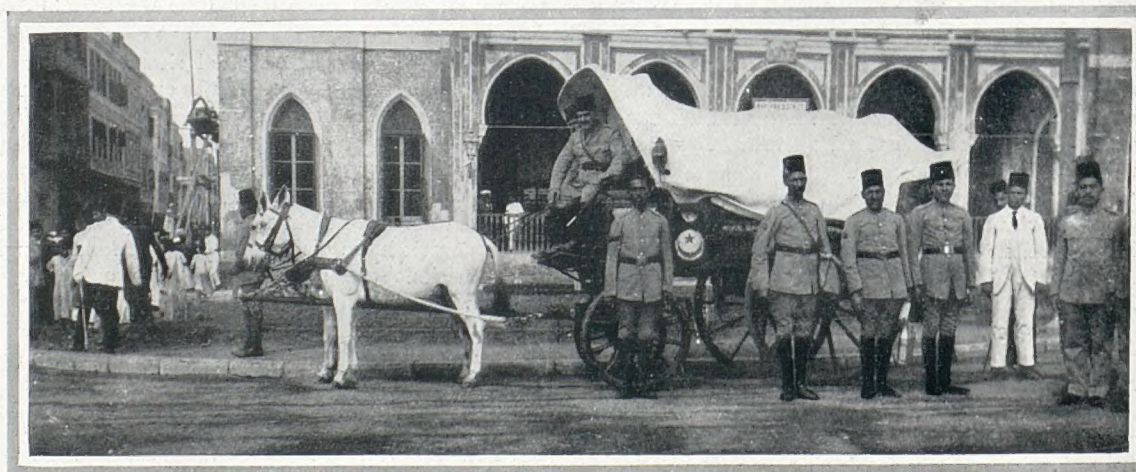
the Portuguese forts. Another unexpected touch has been the official Admiralty statement that a German commerce-raider is at large in the Atlantic—"an armed and disguised vessel of mercantile type."

In internal economies, this week has seen a screwing-up in matters relating to food-stuffs and railway travel. That not until the third winter of the war have we felt the stress in certain food-stuffs, and in higher prices, is a thing that we must be thankful for, and, more, to thank the Navy for.

LONDON: DEC. 11, 1916.



THE RELIGION OF ISLAM AT SALONIKA: PRAYERS IN HONOUR OF MAHOMEDAN SOLDIERS FALLEN IN BATTLE.  
*French Official Photograph.*



ON DUTY IN CAIRO ON THE DAY OF THE RETURN OF THE MECCA PILGRIMS: AN AMBULANCE OF THE EGYPTIAN RED CRESCENT.—[Photograph by Topical.]



## On the fren



## MEAL-TIME IN THE TRENCHES:

That "an army marches on its stomach" is a c that we have all heard. That an army fights the defenders of Verdun proved. The French Verdun, with their constant supply of hot meals trenches, it has been remarked, had almost as the saving of the situation as the soldiers thems



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## On the french front: Drawing Cooked Rations.



### MEAL-TIME IN THE TRENCHES: SERVING OUT THE HOT FOOD AT THE FIELD KITCHEN.

That "an army marches on its stomach" is a commonplace maxim that we have all heard. That an army fights on its stomach, the defenders of Verdun proved. The French Army cooks at Verdun, with their constant supply of hot meals to the men in the trenches, it has been remarked, had almost as much to do with the saving of the situation as the soldiers themselves. That is as

it may be; at any rate, the French Army department charged with the feeding of the soldiers is admittedly a model of expert organisation and practical efficiency. In the above illustration, a French field-kitchen station in rear of the trenches is shown at meal time, while cooked rations are being served out. The value of such excellent arrangements is inestimable.—[Photos. by C.N.]



## Battle-Line Life on the Western front.

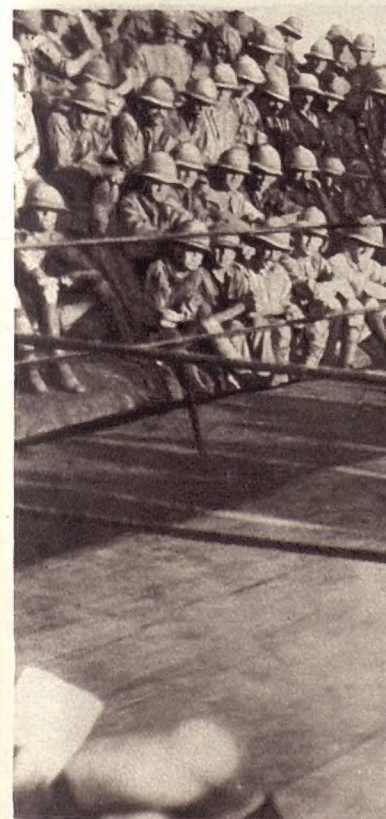


### ON RELIEF: A RIFLE INSPECTION AFTER RETURN FROM THE TRENCHES;—PICKING OUT MUD.

Rifle inspection is an indispensable detail in war-time with troops serving in the trenches. A neglected, or overlooked, clot of mud in the barrel or at the muzzle means a burst or bulged barrel the next time the rifle is fired. Both the muzzles and the breech-mechanism have to be seen to, for mud, or grit, at the breech is no less detrimental and a cause of future rust. In the upper

illustration, a detachment just back from the trenches is having its rifles examined. The lower illustration shows a mud-bespattered soldier, mud-soiled on helmet and clothes, picking out mud from the breech of his rifle, while a fagged-out comrade lies beside him on the wet soil to rest awhile. These apparently small details are of great importance in fact.—[Official Photographs.]

## Recreation



### IN EAST AFRICA: A MASCO

The leopard cub shown in the upper photograph is a South African unit serving in East Africa. The scene below took place during a tournament in the camp of the British forces. A despatch of December 2 gave details of several successful attacks on the enemy that had recently taken place there.



## Recreations of Campaigning in East Africa.



### IN EAST AFRICA: A MASCOT LEOPARD CUB; AND A BOXING MATCH AT A BRITISH CAMP.

The leopard cub shown in the upper photograph is the mascot of a South African unit serving in East Africa. The boxing match seen below took place during a tournament held at an advance camp of the British forces. A despatch from East Africa of December 2 gave details of several successful operations against the enemy that had recently taken place there. "On October 30,"

it stated, "the British columns on the Rubudje River gained a conspicuous success, driving the enemy opposed to them over the river, with the loss of over 200 men killed or wounded, 82 prisoners, and a quantity of arms and material." Another German force surrendered on November 26, including 7 officers, 47 other Europeans, and 449 native troops, with a 10.5-cm. howitzer, etc.

### PICKING OUT MUD.

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# With the fleet at Sea—Gun Repairs.

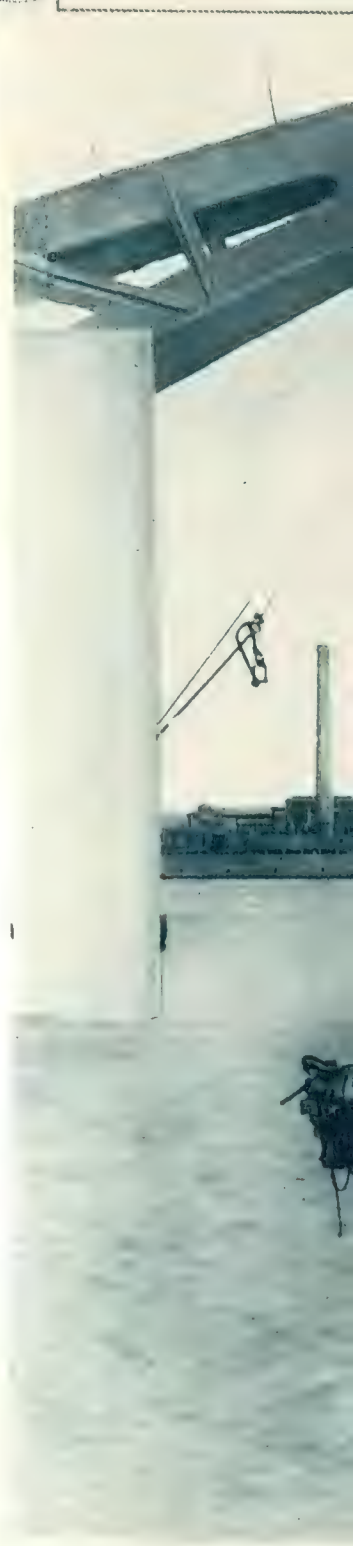


## ON BOARD SHIP: GETTING OUT A GUN FOR SENDING ASHORE—IN MID-AIR;—MACHINE-GUNNERS.

The upper illustration shows a ship's gun in the slings, being hoisted out of a ship and lowered into a dockyard lighter, or similar craft, for transference ashore to the repairing workshops. Although to a large extent—to an extent that few people outside the naval service realise—quite heavy repairs can be managed afloat without ships requiring to return to port, there are, of course, occasions

when the nature of the defects necessitates that course being taken. The celerity with which the dockyard departments work on such jobs is almost incredible, the object, of course, being to let the ship return to sea duty as quickly as possible. In the lower illustration is seen a ship's machine-gun squad with their weapon, during a spell of rest.

# With



## READY FOR SERVICE AGAIN

A naval gun is shown in the above illustration being hoisted out of a ship and lowered into a dockyard lighter, or similar craft, for transference ashore to the repairing workshops. Although to a large extent—to an extent that few people outside the naval service realise—quite heavy repairs can be managed afloat without ships requiring to return to port, there are, of course, occasions when the nature of the defects necessitates that course being taken. The celerity with which the dockyard departments work on such jobs is almost incredible, the object, of course, being to let the ship return to sea duty as quickly as possible. In the lower illustration is seen a ship's machine-gun squad with their weapon, during a spell of rest.



## With the fleet at Sea—Gun Repairs.



### READY FOR SERVICE AGAIN: SLINGING A SHIP'S GUN BACK ON BOARD FOR REMOUNTING.

A naval gun is shown in the above illustration being slung on board a ship for remounting after repairs. Less extensive repairs are carried out on board ship, often at sea, either by artificers of the ship, or by means of one of the vessels specially equipped for repair-work, which all navies possess, whose function it is to accompany fleets to sea and serve as floating workshops. In

cases where the repairs, whether of guns or machinery, are beyond the capacity of the appliances in the attendant vessels, the damaged guns or parts are either exchanged at sea for efficient spare parts, kept stocked in reserve, or the ships return to a dockyard port to have the defects seen to. If necessary, defective weapons are replaced from the reserve storehouses.

### MACHINE-GUNNERS.

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## THE BEGINNINGS OF WAR-MACHINES: ARMED WAR-CARS.

THE first war car of which we have any knowledge is the chariot of the ancient Egyptians (Fig. 1), its use dating from about 2000 B.C. These vehicles were mounted on two small wheels, and drawn by two or more horses. They were not provided with seats, the fighting man or men standing by the driver's side. The floor of the chariot was very near the ground, and free ingress and egress was obtained from the open back, no door or tail-board being fitted. It was, at a later period, usual to attach scythe-blades to the axle-ends in such a manner as to inflict terrible injuries on the enemy's soldiers with whom they came in contact when driven through their ranks in a charge. In Old Testament history we hear of war-chariots on many occasions, from the 600 lost by Pharaoh in the Red Sea to the chariot in which Ahaziah, King of Israel, was slain by an Assyrian archer who "drew a bow at a venture and smote the King of Israel between the joints of the harness."

In the days of the Romans a war-wagon called a "Testudo" was used to protect a party of men attacking a fortification. This device was merely a substantial roof on suitable columns, mounted on wheels to make it portable. The vehicle was pushed up to the wall which was to be attacked, and its roof protected its occupants from missiles thrown down by the defenders. It was usual to cover the roof with hides to prevent its destruction by fire.

A development of this idea is found in the Roman "Turres Ambulatoriae," or moving towers—tall wooden buildings of many storeys, sometimes twelve or thirteen in number. These wooden towers were usually built on the spot, just out of range of the enemy's missiles, and, being mounted on wheels, were pushed up to his fortifications, when a drawbridge, pivoted at the floor of one of the upper storeys, was allowed to fall on the wall and so provide a passage over it for the fighting-men occupying the tower.

Similar towers, or "Belfries" (Fig. 8), as they were called, of four or five storeys only, were used throughout the Middle Ages, one of them being taken by the Crusaders to Jerusalem, in sections, and erected in the neighbourhood for use against that city. A similar contrivance,

called a "Sow," was constructed by the Royalists in this country in 1645 to assist in their attack on the Parliament forces in the town of Frome. The machine was attacked and destroyed before it reached its destination, but such terror was inspired by it that one good parson is said to have given public thanks from the pulpit for such a deliverance.

Fig. 2 shows a fifteenth-century gun-carriage in which the cart was placed before the horse, so that the gun could be trained on the enemy as the vehicle approached his position. A sloping shield protected the gunner, and a

spear-head, more dangerous in appearance than in practice, projected forward to protect the car from frontal attack. A "war-cart" propelled by horses from within, and carrying a fighting crew in an upper storey, is shown in Fig. 4. This vehicle was designed in the reign of Henry VIII., but was probably never built. A "war-cart" of the same period is shown in Fig. 5. According to Grose, several of these vehicles were stationed in the centre of a square battalion of halberdiers. Coming down to more modern times, we have Cowan's Locomotive Land Battery (Fig. 7), patented in England in April 1855. This was to be a steam-driven fort armed with 14-pounder carronades and with scythe-blades, like the chariots of old, but so arranged as to fold against the side of the vehicle for more convenient transport. The whole thing was to be protected by steel armour. In 1860, at the time of Napoleon the Third's threat to invade England, a French engineer designed a similar machine of

smaller dimensions. The Emperor approved the idea, but it went no further. The Kaiser, about 1897, is said to have designed a steam-fort as large as a Pullman saloon, but no use was ever made of it—in fact, it is doubtful whether it ever got beyond the paper stage.

In the year 1899 we have the Simms armoured car, one of the very earliest war-cars driven by an internal-combustion engine, the agent which has alone made possible the aeroplane, airship, submarine, and the war-car of to-day—the famous "Tank." The Simms machine was built by the Daimler Company at Coventry in 1899, and was designed to run on rails up to thirty miles per hour.

[Continued opposite.]



## The Beginn



1 ANCIENT EGYPTIAN (AFT)



3 EARLY 16th CENTURY WAR CART (AFTER VEG)



5 TUDOR "WAR-CART" FILLED WITH MUSKETEERS

## TANKS OF OTHER TIMES: A

[Continued.]  
The wheels and machinery were protected by armor. The artilleryman was exposed, save for the shield fitted to the Q.F. gun with which the following year Mr. E. J. Pennington designed a similar machine, but its engines were weak and it never did any effective service.



## R-CARS.

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ny at Coventry in  
un on rails up to  
[Continued opposite.]

## The Beginnings of War-Machines: Armed War-Cars.



1 ANCIENT EGYPTIAN CHARIOT  
(AFTER WILKINSON)



2 CURIOUS LATE 15TH CENTURY CAR  
WITH GUN AND SHIELD.



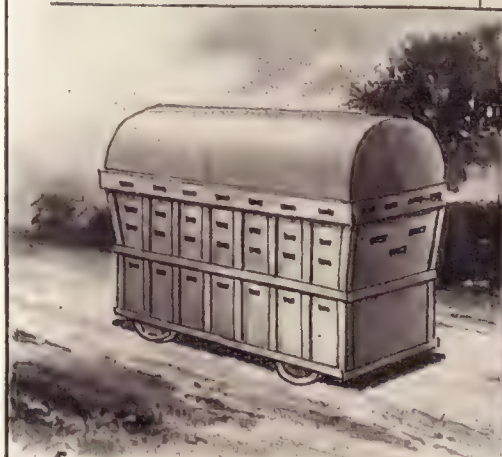
3 EARLY 16TH CENTY "WAR-CART"  
AFTER VEGETIUS.



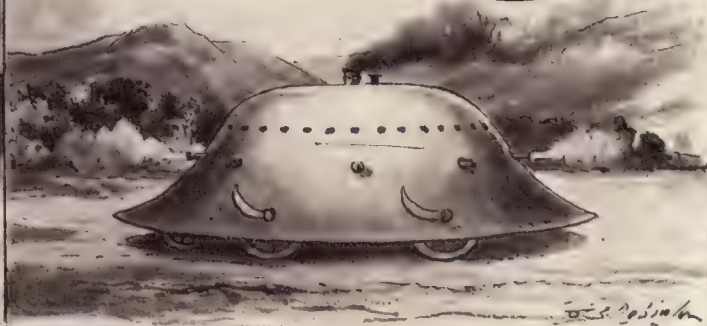
4 TUDOR "WAR-CART" BROKEN AWAY IN  
THE SKETCH TO SHOW HOW HORSES AND  
MUSKETEERS WERE PLACED UNDERCOVER.



6 15TH CENTURY  
WAR-CHARIOT.



5 TUDOR "WAR-CART"  
FILLED WITH MUSKETEERS.



7 COWAN'S LOCOMOTIVE  
LAND BATTERY 1855.

## TANKS OF OTHER TIMES: ARMED WAR-CARS—FROM ANCIENT EGYPT TO THE NINETEENTH CENTURY.

[Continued.]

The wheels and machinery were protected by steel plating, but the artilleryman was exposed, save for the protection he got from the shield fitted to the Q.F. gun with which the car was armed. In the following year Mr. E. J. Pennington brought out a somewhat similar machine, but its engines were not a practical proposition, and it never did any effective service. The necessities of the

present war have secured the production of a number of armed and armoured cars of more or less successful design, from the 25-h.p. Talbot touring chassis converted into a war-car by the addition of bullet-proof armour, etc., and armed with two light machine-guns, to the huge "Tanks" of to-day, which were, of course, designed for that particular purpose.—[Drawings by W. B. Robinson.]



# After the British Capture of St. Pierre Divion.



## IN THE GERMAN LINES: A MAGAZINE DUG-OUT ENTRANCE;—A HEAVY GUN'S SHELL-SUPPLY.

The British capture in November of Beaumont Hamel, Beaucourt, and St. Pierre Divion resulted in the taking of a huge hoard of enemy munitions, besides the 6000 odd prisoners. The places had been prepared for months as vast fortified magazines for the enemy's extended position in the Ancre districts. The maze of tunnels and vaults was found crammed with ammunition and

provisions (including quantities of mouldy and smelling "war bread"). The upper illustration shows the entrance to a brick-built German magazine dug-out at St. Pierre Divion. A shell, it will be noted, has gone through its sloping concreted roof. In the lower illustration is seen heavy gun ammunition which the enemy had not time to use or to remove.—[Official Photographs.]

# With the



## UTILISING BULGARIAN PRISONERS

In addition to the large number of Bulgarians captured by the Serbians and French in the Monastir region, a considerable number of prisoners were shipped abroad for safe custody, a considerable number being retained at the seat of war, for road-making. As correspondents' letters in the newspapers hardly a road on the Macedonian front fit for a



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## SHELL-SUPPLY.

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the entrance to a brick-  
ierre Divion. A shell, it  
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ammunition which the  
—[Official Photographs.]



## With the Serbians on the Monastir front.



## UTILISING BULGARIAN PRISONERS: BUILDING A CAUSEWAY;—ROAD-MAKING UNDER GUARD.

In addition to the large number of Bulgarian prisoners taken by the Serbians and French in the Monastir campaign who have been shipped abroad for safe custody, a considerable number are being retained at the seat of war, for road-making and similar labour. As correspondents' letters in the newspapers have told, there is hardly a road on the Macedonian front fit for wheeled traffic, except

those made since the Salonika Army arrived in the country. To supplement these and extend them as the Allies advance, Bulgarian prisoners, who are mostly of the peasant class and inured to field labour, are being employed. A gang constructing a timber causeway over a morass is seen in one illustration, and in the other, another gang road-making in a village.—[French Official Photographs.]



## ROMANCES OF THE REGIMENTS: XXVII.—THE 13TH LIGHT DRAGOONS.

DON SANTIAGO WHITTINGHAM.

THE first Englishman who fought in the Peninsular War was Captain Samuel Ford Whittingham, otherwise Samford Whittingham, a Bristol man, who came to great eminence as a soldier, rose to Lieut.-General's rank, and died before his time in India, much beloved and regretted. Before the British troops had entered into the struggle against Napoleon in Spain and Portugal, Captain Whittingham, of the 13th Light Dragoons, obtained leave to serve abroad as a volunteer. He had connections in the Peninsula, and had also business relations there, for he had entered the Army somewhat late in life, after a mercantile career in Spain. He had, therefore, little difficulty in obtaining employment. His knowledge of Spanish and of the Spaniards gave him especial qualifications, and he had already served Mr. Pitt very ably in a secret negotiation which required intricate knowledge of the comers and goers to and from Spanish ports. When the British expedition was ready to set out, Captain Whittingham was appointed a Deputy-Assistant Quartermaster-General in Sir Arthur Wellesley's forces, but he received special permission to remain with General Castaños. With that leader he took part in the events which led to the memorable surrender of Baylen, and was present when Dupont and his Staff delivered up their sword to the Spaniards and 17,500 Frenchmen laid down their arms.

He served Castaños well in the field, and, despite the poor quality of the Spanish troops, Whittingham contrived to bring his own command into more than presentable order. He handled them well in

action, winning the praise and confidence of Wellesley, and even of a Marshal of France. He did Castaños a good turn, also, on a chance occasion—not by any feat of arms, but by his powers of oratory in sonorous Spanish.

Whittingham ("Don Santiago," as his men called him, in the nearest attempt they could make to "Samford") had fallen ill with rheumatic fever just before the battle of Tudela. Towards the close of that unfortunate action, General Graham sent to say that, as retreat was inevitable, Captain Whittingham must be moved forthwith or he must be taken prisoner. His own horses were too spirited for a man in the Captain's condition, but General Graham—another volunteer—had sent a strong, steady beast. A pillow was placed on the saddle; Don Santiago was carried downstairs and lifted up on horseback. Suffering unendurable agony, he managed to reach the village of Ablitas, about three miles distant. There

he was taken off the saddle and thrown upon a mattress.

About ten o'clock that night Castaños and his Staff, in full retreat to Cuenca, reached the same place. Castaños procured a little covered cart, into which he had a mattress put, and directed that Whittingham should proceed to Cuenca at once—a distance of three hundred miles, over abominable roads! It was the depth of winter, the cart had no springs, Whittingham's joints were

now more violently inflamed than ever; he could only be moved by lifting up the sheets on which he lay.

There was no choice, however, and the

[Continued overleaf.]



COMMANDING RUSSIAN TROOPS AT SALONIKA: GENERAL ARTAMANOFF; WITH A RUSSIAN CHAPLAIN.

French Official Photograph.



THE ROAD TO THE TRENCHES: CANADIAN TROOPS RETURNING FROM TRENCH-DUTY PASSING PACK-MULES ON THEIR WAY TO THE FRONT.

Canadian War Records.



## The Enrol



AT SALONIKA: M. VENIZELOS. Immediately M. Venizelos took his stand for the movement began of the Greek Volunteers who answered the leader's summons. As the men arrived at all parts of Greece, and numbers by ship from they were regimented and equipped. Many made the drilling and organisation easier and



## DRAGOONS.

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## The Enrolment of the Greek Nationalist Volunteers.



## AT SALONIKA: M. VENIZELOS REVIEWS A CORPS STARTING AGAINST BULGARIANS;—A PRESENTATION.

Immediately M. Venizelos took his stand for the Allies, the enrolment began of the Greek Volunteers who answered the Nationalist leader's summons. As the men arrived at Salonika, flocking from all parts of Greece, and numbers by ship from the Aegean islands, they were regimented and equipped. Many were old soldiers, which made the drilling and organisation easier and speedier. M. Venizelos

is shown in the upper illustration, reviewing at Salonika a battalion ready for active service, on its marching against the Bulgarians. The Greek leader is the white-bearded figure in civilian dress. In the second illustration, Mme. Valiano, President of the Greek Woman's Patriotic Council, is seen presenting M. Venizelos with a specially worked flag.—[British and French Official Photographs.]



penitential journey began. Castaños directed Dr. Turlau, his principal medical officer, to accompany the patient. Day by day they jogged along, every jolt a new martyrdom to the sufferer. One very cold morning, before daybreak, Dr. Turlau begged to share Whittingham's mattress. The Captain readily consented. But before they had gone another mile the cart was overturned and pitched down a precipice. The doctor landed under the mattress, with Whittingham, who weighed a substantial number of stones, on the top of him. Neither could move.

"For the love of God!" screeched Turlau, "Señor Don Santiago, I am stifled—for the love of the most Holy Virgin, I beseech you to get up, or I shall die."

"Dearest Turlau," replied Samford, "you see that I am totally incapable of movement,

had preceded the fallen General on the road to Seville, and had spread a report that Castaños was a traitor and deserved to die. The General came near being lynched at Miguel Turra, from which town he escaped only by the coolness and address of the priest with whom he lodged. On his way to Seville, Whittingham also passed through Miguel Turra, where he found an immense crowd assembled in the Plaza. The Spaniards crowded round the British soldier, shouting "What news of the traitor Castaños?"

Whittingham reined up, and, glad of the opportunity, addressed the mob. "Gentlemen," said he, "I am grieved, astonished, afflicted to see so many good and worthy persons duped by the vilest of men." He then rehearsed in picturesque Spanish the



WOOD-PANELLED, PAPERED, AND COMFORTABLY FURNISHED: A CAPTURED GERMAN DUG-OUT, WITH ITS BRITISH OCCUPANTS ENJOYING GRAMOPHONE SELECTIONS.

Official Photograph.

so, that, if it should appear to you that your last hour is come, recommend yourself to God, for from human aid you have nothing to expect."

Some stragglers came up at this point and released the prisoners; set up the cart, and enabled the afflicted jesters to proceed. In due time they reached Cuenca, and there Whittingham so far recovered as to be able to go to Seville on business before many weeks were over.

Castaños, who had been superseded after Tudela, was expected at Seville to answer to the Supreme Junta for his conduct. Meanwhile, his enemy, the infamous Count de Montijo (whose beautiful kinswoman was one day to ascend the Imperial throne of France),

story of the surrender of Baylen. "I saw 17,500 Frenchmen lay down their arms to this very General Castaños." Giving chapter and verse, he spoke of Castaños' career, of his incorruptibility amid much temptation. He explained the disaster of Tudela as the blunder of the Supreme Junta, which ordered Castaños, against his better judgment, to give battle with an inferior force. "This same Castaños," he concluded, "you have desired to murder, because an infamous and lying coward fled from the field of battle to denounce him here."

With a great shout of "When the Englishman says so, it must be true!" the crowd carried Whittingham in triumph to his quarters, and an ugly incident ended happily.



## On the M



## AWAITING ORDERS: AN A

In the upper illustration we have a the Macedonian front, placed at a long-range fire certain enemy position is evidenced by the array of ammunition reserve supply of big shells and other up to the side of the guns), has



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## On the Macedonian front: With the French Gunners.



### AWAITING ORDERS: AN ARTILLERY POST AMONG THE HILLS;—A HEAVY PIECE AT CLOSE QUARTERS.

In the upper illustration we have a French heavy artillery post on the Macedonian front, placed at a point where it can keep under long-range fire certain enemy positions far ahead. The post, as is evidenced by the array of ammunition-wagons loaded with a reserve supply of big shells and other ammunition (shown drawn up to the side of the guns), has been prepared for heavy work.

The intervening high ground between the guns and the enemy's previously mapped position, the guns' allotted target, presents no impediment, as the steep angle of fire carries the shells high over hills in advance. A French position-gun, fitted with "girdles" or "caterpillar feet," on its wheels, is seen at close quarters in the lower illustration.—[French Official Photographs.]



## On the Macedonian front: french Long-



POSTED TO COVER A CAMP, AND THE COLUMN SEEN ON THE MARCH, BY

The share taken by the French forces engaged, with other of the Allied troops, along the western flank of the Macedonian battle-line, has not been revealed, for obvious reasons. Any disclosure as to the proportions of the Allied army in that quarter would, of course, be inconvenient and detrimental in regard to General Sarrail's plan of campaign. It has, however, been allowed to

## Range Artillery S



BOMBARDING THE ENEMY ACROSS

become public knowledge that a powerful  
The two position-guns shown above are  
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french Long-

## Range Artillery Supporting a Move forward.



### BOMBARDING THE ENEMY ACROSS THE RIDGE IN FRONT: FRENCH HEAVY GUNS.

become public knowledge that a powerful contingent of French heavy guns is with the troops. Part of a battery appears here. The two position-guns shown above are placed ready for long-range firing, near a camp whence a column of troops with transport wagons is seen moving along a road towards the low hills in the background.—[French Official Photograph.]

OMN SEEN ON THE MARCH, BY  
flank of the Macedonian battle-  
allied army in that quarter would,  
has, however, been allowed to





# On the Balkan front: Where the Opposing Trenches are Only



READY, LANYARD IN HAND, AND AWAITING THE WORD TO FIRE: TRENCH-MORTAR GUNNERS ABOUT

The opposing lines of trenches at certain points along the Balkan front are as near to one another as are the trenches on the Western Front. So our illustration shows by inference. Trench-mortars have, necessarily, only a limited range, up to about a quarter of mile at most as a rule. Generally their radius of action is considerably shorter: it may be even under a hundred

yards. Their *metier* is to "lob" huge bombs, just about to be fired from its lurking place in attitude, awaiting the word to pull the firing



Where the Opposing Trenches are Only a Short Distance Apart.



AWAITING THE WORD TO FIRE: TRENCH-MORTAR GUNNERS ABOUT TO DISCHARGE A BIG BOMB.

another as are the trenches on the  
only a limited range, up to about a  
: it may be even under a hundred

yards. Their *métier* is to "lob" huge bombs, often of the old style spherical kind (as seen here), across among the enemy. One, just about to be fired from its lurking place in a pit at the end of a trench, is shown above. The firer is in a crouching attitude, awaiting the word to pull the firing lanyard, with his assistant close behind.



"Smokes" from Home: On the Western front.



GIFTS FROM "BLIGHTY": CIGARETTES DISTRIBUTED TO TOMMY IN THE FIELD.

Our pictures show one of the pleasant breaks in the round of routine and the sterner duties of men, at the front: the arrival from "Blighty" of boxes of ever-welcome cigarettes sent by friends and well-wishers to the soldiers who are fighting for them with such devotion. Cigarettes for the troops are received from various quarters, including manufacturers and personal friends of the men,

and in the rough and perilous happenings of war the all-consoling tobacco is doubly welcome. The sand-bags, and shells, tell the conditions under which presents are received. When parcels arrive they are opened by the battery commander for distribution, and the outstretched hands show how welcome they are as reminders of home.  
—[Official Photographs issued by the Press Bureau.]

"five o'clock"



"AN INTERVAL FOR REFRESHMENT"

Even in the stress and turmoil of the life of the soldier, in the thick of the fighting in the Balkans, there is a moment of rest, devoted among other things to refreshment. The trenches is not exactly the same thing as it is in the drawing-room, or even as it is under the restrictions of the public interest upon the menus of fashion.



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## THE FIELD.

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ceived. When parcels arrive they  
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Press Bureau.]

“five o’Clock”: Life on the Balkan front.



“AN INTERVAL FOR REFRESHMENT”: TOMMY’S TEA-TIME DURING A BRIEF RESPITE FROM ACTION.

Even in the stress and turmoil of the life of the troops who are in the thick of the fighting in the Balkans, there are short spells of rest, devoted among other things to refreshment. Tea-time in the trenches is not exactly the same thing as it is in a London drawing-room, or even as it is under the restrictions imposed in the public interest upon the menus of fashionable hotels and

restaurants, but it is none the less welcomed by the men who have been in action. It is for them a rough-and-ready meal, to be taken in circumstances often of impending danger and demanding constant watching and caution; but, for all that, it seems to many the meal of the day for the sake of its associations.—[Official Photograph issued by the Press Bureau.]



## Roumania's Capital Abandoned to the Enemy.



### IN CAPTURED BUCHAREST: ONE OF THE BOULEVARDS; AND THE MINISTRY OF FOREIGN AFFAIRS.

The fall of Bucharest had been anticipated for some little time as the German armies drew nearer, for it was known that the Roumanians did not mean to defend it should their field force be unable to check the enemy. A semi-official Roumanian statement of December 3 said: "The Wolff Agency, for propagandist purposes, claims that measures have been taken to transform the city of

Bucharest into an armed camp, whereas, on the contrary, well before the commencement of the war, as is known to our enemies, Bucharest was deprived of the character of a fortress, and when the danger of occupation presented itself steps were taken for the evacuation of the city by the military elements, but not by the civil population, which has been enjoined to remain in the city."

[Continued opposite page 25.]

## Unfortified



### ROUMANIA'S FALLEN CAPITAL.

*(Continued.)*  
The Roumanian Government was transferred to eastern Moldavia, near the Russian border, called "the Paris of the East," partly from its boulevards, and partly from the character of the city. Socially, it is a cosmopolitan place, where the best of Eastern Europe are to be found represented.



Enemy.



STRY OF FOREIGN AFFAIRS.

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(Continued on page 26)

## Unfortified Bucharest—Now in German Hands.



### ROUMANIA'S FALLEN CAPITAL: A GENERAL VIEW OF BUCHAREST; AND THE ROYAL PALACE.

(Continued.)

The Roumanian Government was transferred to Jassy, in north-eastern Moldavia, near the Russian border. Bucharest has been called "the Paris of the East," partly from its buildings and boulevards, and partly from the character of its inhabitants. Socially, it is a cosmopolitan place, where all the nationalities of Eastern Europe are to be found represented. Architecturally, it is

a mixture of East and West. While the centre of the city is modern, the suburbs look somewhat Oriental. The Royal Palace was rebuilt in 1885, having consisted of a very unpretentious one-storeyed house. The fine Catholic Cathedral was built between 1875 and 1884. The population has been recently estimated at about 346,000.—[Photos. by Illustrations Bureau.]



## FOOTNOTES TO ARMAGEDDON: XVIII.—JOHNSON.

THE man came out of the tumbled churn of earth beyond the bags. For a second he stood above the trench looking into it, then he said—

"Hullo, there! You're our side, aren't you?"

The nearest sentry said, very promptly—

"Alt!" And he annotated, "Or I puts a blinkin' 'ole in yer."

The stranger merely said, "That's all right," and dropped into the trench.

In the Company Dug-Out they saw him to be a dirty and indescribable creature, tunicless, with shirt torn, and identity discs gone. They found out nothing else,

save the marking "K. J." on his shirt. He could not, or would not—they were not certain—tell them anything, though they thought it was that he could not. He told them quite clearly—

"I've been over there a long time—a very long time. I'm rather hungry. And thirsty."

"What's your regiment anyhow—my man?" said the Captain, deciding on "my man" at the last moment. The fellow spoke quite well—a Kitchener, no doubt. The man appeared puzzled.

"Regiment? . . . But, isn't this . . . isn't this my . . . lot?"

"R o y a l 'Toughs' here," said the Captain. "You don't belong to us, do you?"

"I thought—yes, I thought . . . this was my lot."

("May be one of the new chaps of 'D' Company," said the Sub. "They had a draft up a week ago.")

"What were you doing over there?" asked the Captain.

"Oh," said the man. "Oh, fighting, and hiding. I had to hide a great deal. I'm very hungry." The Captain nodded to the Sergeant,

and the Sergeant took the man outside for food and clothing, which he needed so badly, and re-organisation generally.

"What do you make of him?" the Captain asked the Sub. "Seems a bit queer."

"I thought he was shell-shock at first," said the Sub. "But then, he speaks sensibly. Memory seems a bit wanky—but that may be he's dazed. He's had a rough time out

there—and that affects them queerly at times. He's not one of our lot, of course; but I shouldn't be surprised if he was one of 'D' new draft."

"Wonder what one ought to do with him?"

"You mean—about sending him back to 'D'?"

"Or the M.O. I'll see the Sergeant about it." He saw the Sergeant about the man.

"No; 'e's all right, Sir," said the Sergeant. "'E was real 'ungry, but 'e's quite sensible-like. I 'anded 'im out a noo tunic, an' rifle, an' kit, an' tin 'at, an' 'e got inter 'em all sensible. 'E knows 'is work, too. Does wot 'e

is told, same as other men. Nothin' wrong with 'im at all, Sir—tho' 'is memory seems a bit dicky."

"Ah, you find that, too?"

"Oh, it don't interfere. 'E does all 'is work proper, like a good 'un. But 'e seems a bit oncertain about wot 'appened to 'im over there; but then, Sir, a lot o' men are like that when

[Continued overleaf.]



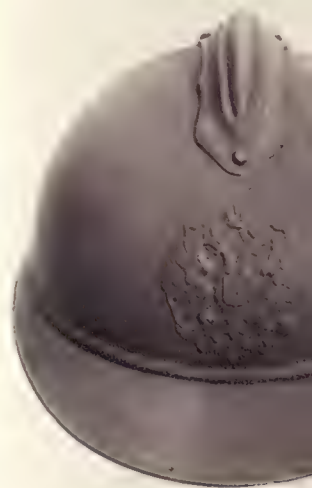
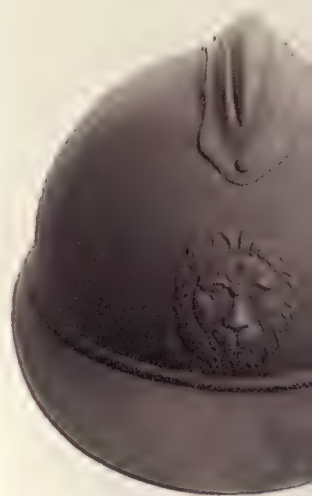
USEFUL SPOIL FROM THE VAST QUANTITY FOUND IN THE GERMAN UNDERGROUND MAGAZINE-VAULTS AT BEAUMONT HAMEL: REMOVING AN ELECTRIC DYNAMO AND FITTINGS AFTER THE VICTORY.  
Official Photograph.



THE BRITISH ATTACK IN THE WEST: WIRING PARTIES GOING UP TO THE FRONT LINE AFTER HEAVY RAIN.  
Official Photograph.



## Steel Hel



## THE BATTLE HEAD-DRESS OF

France has provided three armies of the A and Roumanian—with the "casque Adrian" called by General Joffre's men, from the invented it) as well as the Russian cont Salonika. Similar steel helmets are being troops on the Eastern front. Great Brit



N. SON.

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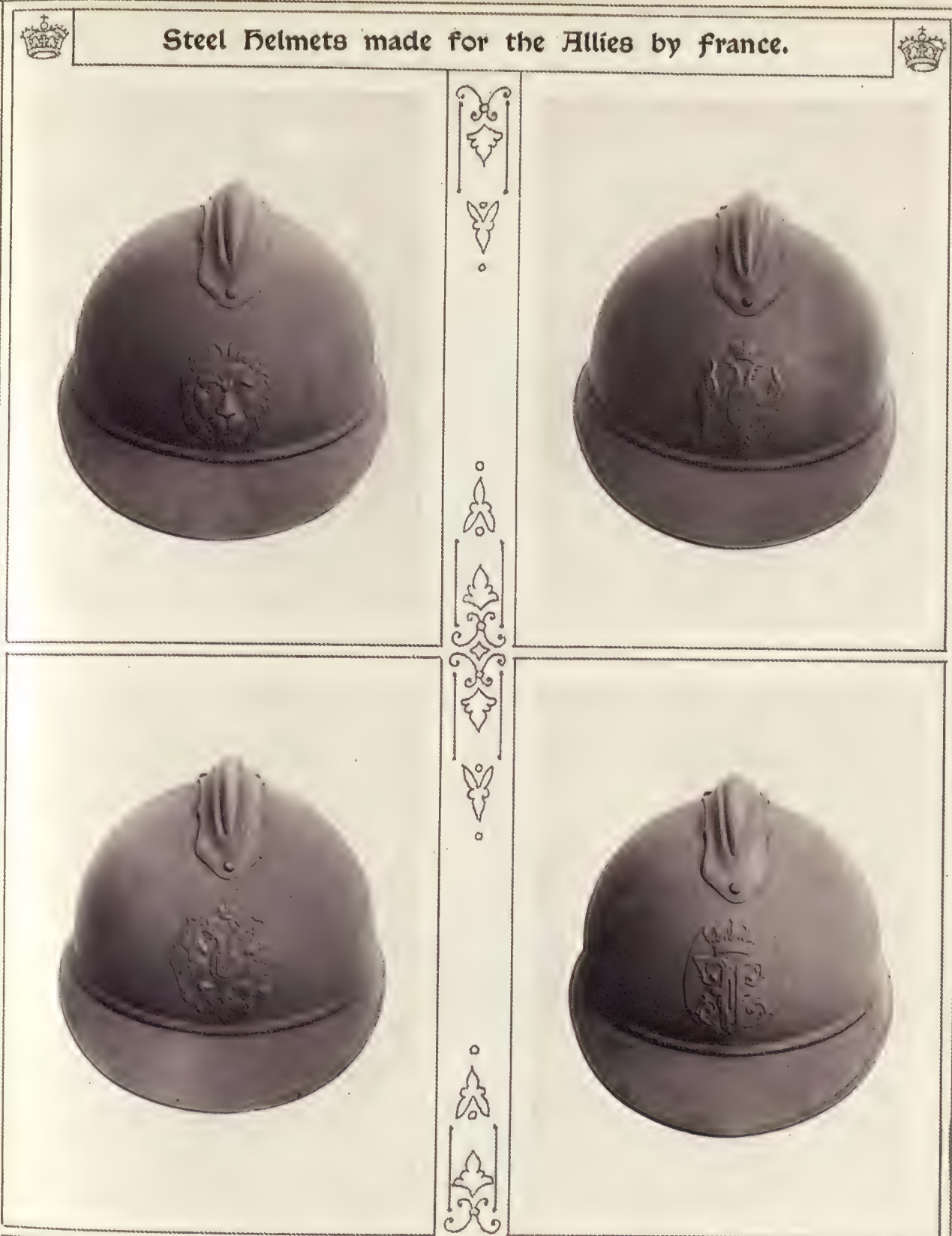
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(Continued overleaf.)

## Steel Helmets made for the Allies by France.



THE BATTLE HEAD-DRESS OF FOUR ARMIES: (L. TO R.) BELGIAN; SERBIAN; RUSSIAN; ROUMANIAN.

France has provided three armies of the Allies—the Belgian, Serbian, and Roumanian—with the "casque Adrian" (as the steel helmet is called by General Joffre's men, from the name of the Colonel who invented it) as well as the Russian contingents in France and at Salonika. Similar steel helmets are being made in Russia for the troops on the Eastern front. Great Britain and Italy follow their

own patterns. Upwards of twelve million "casques Adrian" altogether have been distributed since May 1915, using over 12,000 tons of steel. The helmets shown are: (1) Belgian; (2) Serbian; (3) Russian; (4) Roumanian. They bear national badges and are painted to match the uniforms; the Belgian, Serbian, and Russian, khaki; the Roumanian, a greyish blue.



they've 'ad a close 'aul. An' it don't interfere."

"Have you found out his name?"

"Yessir, Johnson, Sir."

"Eh?"

"Oh, yes, Sir. 'E tole us. Someone said, 'Wot's yer name?' And I ses, 'K. J.'s on 'is



WINTER MUD ON THE ROADS OF THE WESTERN BATTLE FRONT: A TWELVE-HORSE TEAM REQUIRED FOR GETTING AN AMMUNITION-WAGON OVER THE HEAVY GROUND.

Official Photograph.

shirt-band.' An' then someone else ses, 'Oh, it's Johnson, then.' An' 'e ses very quick, 'Yes, that's it.'"

The Captain was still puzzled. He asked—

"Where's 'D' Company?" And the Sergeant told him that it was a long and vague way away, somewhere on their left. "Of course, he might have drifted across from them," the Captain thought. He said to the Sergeant, "All right, let him carry on here. Report anything unusual."

There was nothing unusual to report. Johnson was all right. He did his work well.

The company didn't go into billets with the battalion. The men were hauled off to support somewhere. Then they were shifted again, until it seemed they had lost all touch. But they hadn't. One day they were sent off on a longish cross-country march to join up in billets. The Captain had forgotten about Johnson by this, and probably wouldn't have remembered to make inquiries when they did come up with the rest of the battalion.

On the way they halted in a village. While they rested and ate, a "How" battery lumbered through the street. They sat and watched the passing "Hows," and the men bandied chaff with the gunners. As the "Hows" rolled by Johnson stood up, and it was seen that he was nervous.

As he stood up a Bombardier called out something, and then shouted to a mounted Sergeant. The Sergeant turned in a scared way, looked at

Johnson, and nearly fell off his horse. Then he spurred, and went at a rush down the battery.

In a minute he was back, and an aura of officers followed him. There were two Lieutenants, and a Captain, and there was the Colonel. The Colonel looked and gaped, and then he rode forward. As he rode forward he called out, "Jollife! Jollife!"

Johnson started, but not with great perception, and looked at the Colonel. He seemed puzzled. The Captain of the Troughs came up. He wanted to know what was the matter.

"The matter is," cried the Colonel, "the matter is—What are you doing with my Major Jollife? And why the blazes have you put him into a damned infantry private's kit?"

Johnson came forward.

"Am I Major Jollife?" he asked.

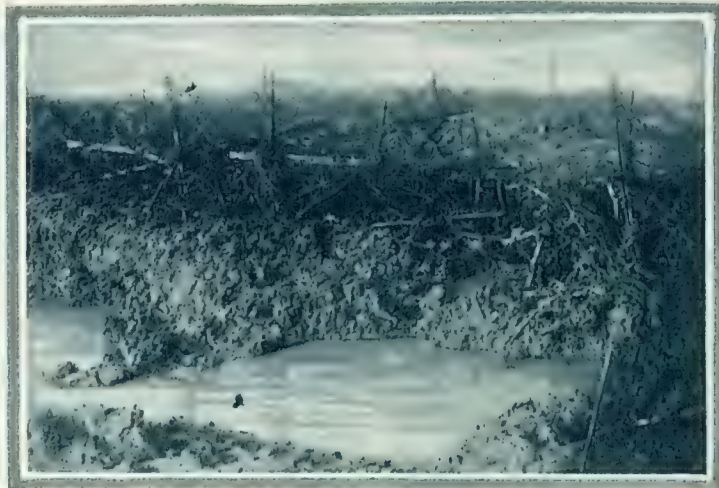
The Colonel gasped.

"Good God, Kenneth, don't you know?"

"No," said the other. "I don't know anything beyond the fact that I woke up over there, against the German position, that

I had to hide a lot, and that I made my way back to this regiment. I couldn't remember anything particular, though I knew I was a soldier, and that I could do the soldier things. When I was turned into a private, it seemed all right. I supposed I was a private who had lost a bit of his memory in some way . . . What's the matter—shell-shock?"

Major Kenneth Jollife, who had been reported



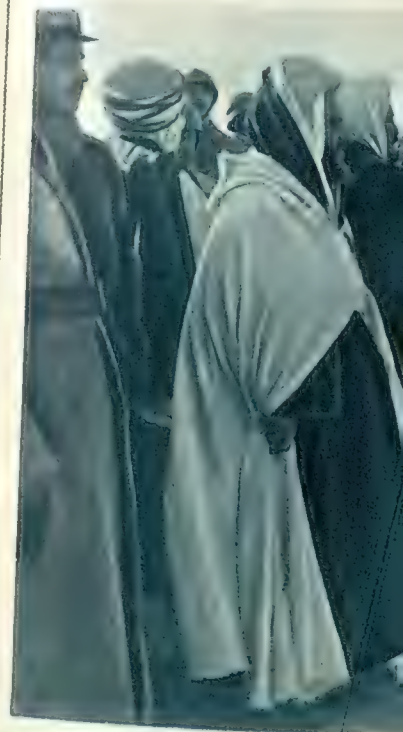
A WINTER SCENE ON A WESTERN FRONT BATTLEFIELD: THE REMAINS OF A GERMAN WIRE ENTANGLEMENT (AND SHELL-HOLES) AFTER RAIN.

Official Photograph.

"missing, believed wounded," was restored to the strength. He had gone forward—too far forward, his Colonel said—to observe, and something had happened. But nobody ever knew what had happened. Jollife least of all.—W. DOUGLAS NEWTON.



## french Courtes



## THE MOSLEM MISSION IN FRANCE

Evidence of the excellent relations prevailing between the Moslem communities of her colonies is shown in the following photographs. They show the members of the Moslem Mission, composed of delegates from various French colonies, arrived in Paris after visiting Mecca in connection with the pilgrimage and having audience of the Shereef.



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BATTLEFIELD: THE REMAINS  
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## french Courtesy and Goodwill towards the Moslem World.



### THE MOSLEM MISSION IN FRANCE: THE DELEGATES WITH GENERAL GOURAUD AT A REVIEW.

Evidence of the excellent relations prevailing between France and the Moslem communities of her colonies is afforded by these photographs. They show the members of the Moslem mission, composed of delegates from various French colonies, which recently arrived in Paris after visiting Mecca in connection with the great pilgrimage and having audience of the Shereef. They were able

to report to the President that they had been most favourably received in Mecca, and they handed M. Poincaré a letter written by the Shereef himself expressing his confidence in France and her Allies. During their stay the delegates visited the hospital for Moslem soldiers at Nogent-sur-Marne. Here they are seen at a review on the Marne with General Gouraud.—[French Official Photographs.]



# At Verdun: Winter Work for the french Colonials.



## BEHIND THE LINES: SHIFTING STONES FOR ROAD-MAKING;—LAUNDRYING OUTSIDE BARRACKS.

As Paris communiqués have told, French Colonial troops took part in the defence of the Verdun lines, and fought well. With the coming on of winter, however, many of them, inhabitants of warmer climates, have been withdrawn from the trenches for other work in rear of the immediate front line. In particular, the less hardy by nature have been selected. They are huddled,

or otherwise housed, at night when the cold is most severe, and in the daytime work in keeping the roads leading to the battle-front in order. French Colonials quarrying stones are seen in the upper illustration. In the lower we see how the authorities arrange sanitary matters among the Colonials. Moroccans are shown cleansing underwear in a stream near Verdun.—[French Official Photographs.]

# At Verdun.



## BEHIND THE LINES: INDO-C.

The prevalence of bitterly cold winter weather on the north-eastern front has, as was anticipated by Command, been an ordeal for some of the Colonials in the Verdun lines, who are natives of warm climates. To spare them trench exposure, detach-



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NG OUTSIDE BARRACKS.

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## At Verdun: Winter Work for the french Colonials.



### BEHIND THE LINES: INDO-CHINESE PREPARING ROAD METAL;—HOW EACH MAN IS CLAD.

The prevalence of bitterly cold winter weather on the French north-eastern front has, as was anticipated by the French Higher Command, been an ordeal for some of the Colonial troops serving in the Verdun lines, who are natives of warm countries where a comparatively high temperature remains constant all the year round. To spare them trench exposure, detachments of the least

acclimatised are temporarily relieved from duty in the trenches. They are being found employment in road making and mending in rear of the battle-front. The upper illustration shows some warmly clad Indo-Chinese soldiers at work stone-breaking; the second shows a private in the out-of-doors' winter garb served out to the Colonials.—[French Official Photographs.]



# At the french Naval Base in the Mediterranean.



TOULON DOCKYARD: FRENCH BLUEJACKETS PAINTING THEIR SHIP WAR-COLOUR;—FLOODING A DOCK.

Toulon, if the public do not read much about it in the papers, is yet one of the most important centres of war activity on the Continent. The great French Mediterranean arsenal and dockyard is the "hub" of military and naval movements for the Near East, and throughout the great inland sea. From there the Mediterranean is kept under Allied control in accordance with the scheme

of naval strategy arranged between France and ourselves. A French cruiser in a Toulon dockyard basin is seen in the upper illustration, having her hull given a coat of "war-paint." In the lower, a war-ship is seen in a dry dock which is being flooded for the vessel to be floated out by opening the lock-caisson sluices.—[French Official Photographs.]

## At the f

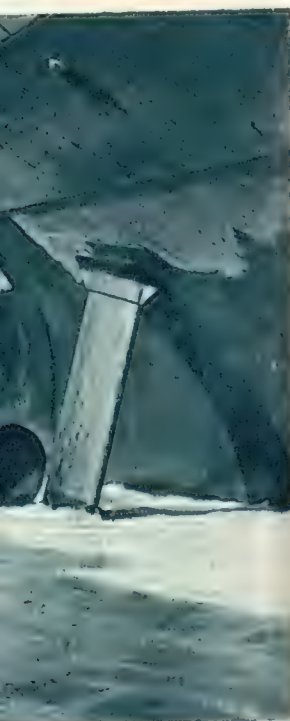


TOULON HARBOUR: A RED

The hospital-ship service for General Sarraïl's Salonika is mainly based on Toulon for armaments, although a considerable amount of traffic in munitions is conducted at Marseilles. Red Cross ships are both ports, putting in at either as may be the French vessels, with the conventional hu



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LOUR;—FLOODING A DOCK.

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## At the french Naval Base in the Mediterranean.



### TOULON HARBOUR: A RED CROSS HOSPITAL-SHIP BEING TOWED IN FROM THE ANCHORAGE.

The hospital-ship service for General Sarrail's army to and from Salonika is mainly based on Toulon for arrivals and departures, although a considerable amount of traffic in the same connection is conducted at Marseilles. Red Cross ships come and go from both ports, putting in at either as may be convenient. One of the French vessels, with the conventional hull-marking of green

band, Geneva Cross, and white side, is seen in the illustration being towed up Toulon Harbour. As is the general custom at dockyard ports where the entrance fairway is tortuous and may be congested, the Toulon Harbour regulations forbid vessels entering under their own steam. On their approach being reported, they are taken in charge by harbour tugs.—[French Official Photograph.]



## WOMEN AND THE WAR.

TWO years ago even the most progressive of people would have hesitated before including engineering in a list of possible professions for women. Now, not only are thousands of women employed in various departments of this particular form of industry, but their numbers are continually being increased, and though nothing can be definitely stated on the subject at the moment, there are indications that the woman engineer will remain, even when there is no war to account for her existence.

In a paper read at a meeting at the Women's Institute the other day, the Hon. Lady Parsons gave some interesting facts about the work and prospects of women in this direction. Long before the shortage of munitions had thrown open the doors of the engineering world to the woman worker, university women had attended engineering lectures, but the difficulties in the way of obtaining subsequent practical training in large works effectually prevented any real progress being made. Women, too, have been engaged in comparatively unimportant work in small munition-factories for many years, but it was not until the war that they were given an opportunity of proving their capacity for engineering work.

Broadly speaking, woman's work in this direction falls into two divisions: on projectiles and in general engineering shops. On account of the quantities required, the work of shell-turning has simply become a process of more or less mechanical repetition, and it is here that strong and capable women are earning excellent wages, sometimes as much as £8 and £10 a week. More skilled and, therefore, more interesting work is

also in the hands of women, some of whom are engaged in milling and machining parts of gun-mechanism. They are, for instance, entrusted with turning and finishing the steel-rings part of the breech-mechanism, work that requires great accuracy, and is finished to micrometer. Screwing the breech-screws for howitzers, marking off parts of breech-mechanism, and turning and milling firing-pins are other duties laid upon their shoulders. In other spheres of work women are forming turbine blades, riveting boilers with

a hydraulic riveter, assembling and fitting all the parts of electric-switch gears, marking off steam jackets for pumps, and are engaged on innumerable other assembling and finishing processes.

But the dilution of labour, especially if it be skilled labour, is a delicate business, and it was not long before women suffered "jars" on their path of progress. To begin with, there was the setting of tools—the most cherished privilege of the machinist, and

work at one time confidently believed to be far beyond the grasp of any member of the female sex. When the early pioneers, ignorant of Trade Union regulations, proceeded to set their own tools in their own lathes, the consternation that followed can be better imagined than described, though things have progressed since those early days, and there are not a few women all over England who are setting and grinding tools after only a few weeks' tuition.

Here is another instance of woman's success, and of her unwitting reversal of accepted tradition. Last year a firm in the North of England

(Continued overleaf.)



WOMEN WAR-WORKERS IN GERMANY: EMPLOYED ON THE RAILWAY  
Photographs by C.N.



On the french



TO KEEP THE MEN FIT: B

The subject of this illustration affords us to the careful and detailed organisation with the health and comfort of the staff at the French Ministry of War. on its way along a communication-tre clogs for wear by men in certain par



On the french front near the Aisne: Winter Necessaries.



TO KEEP THE MEN FIT: BRINGING UP SLEEPING-BAGS AND CLOGS ALONG A COMMUNICATION-TRENCH.

The subject of this illustration affords useful testimony, incidentally, to the careful and detailed organisation in matters having to do with the health and comfort of the troops at the front by the staff at the French Ministry of War. A party of poilus is seen on its way along a communication-trench with sleeping-bags and clogs for wear by men in certain parts of the trenches during

the cold and wet winter months. It was largely the lack of attention to such apparently secondary details that in the war with Germany in 1870-1 accelerated the demoralisation of the French troops after their earlier defeats. Nothing can outdo the efficiency in minor organisation details of the French administrative departments in the present war.—[French Official Photograph.]

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admitted specially selected girls to learn some of the experimental work on which it is engaged. They mastered it quickly, and they did it well. They learnt to set up their own work in the lathes and milling machines, and to set and grind their own tools. They became, in fact, so expert that the period of probation had to be cut out and full fitters' wages were demanded from the start, a request that effectually checked the development of the work for the time being, since no employer could afford to pay full fitters' wages to girls only starting on the work. Here again, progress has been made, and the girls can now centre and finish off the various metal parts allotted to them, and make a pretty job of the silver soldering work required in the shops. One or two are testing dynamos and flashing electric engines, or making glucose in the laboratory; and some two or three are learning to design from the rough sketch, work that is far more difficult and infinitely more interesting than that which falls to the lot of the ordinary worker. Here, too, the girls are able to back the mirrors and do all the numerous finishing processes for the searchlight-reflectors used for naval and military purposes.

But when all is said and done, the work now being performed in the engineering world by women is on the lines of the skilled mechanic,



SOLDIERS' WIVES AS TOY-MAKERS:  
PACKING THE TOYS.

In the toy factory at the Albany Institute, Deptford, where many soldiers' wives are employed, the work is carried out completely by women, from sawing the wood to making, finishing, and packing. The Institute has received large orders from leading London firms, and will supply a good percentage of the Christmas demands.

Photograph by L.N.A.

and not of the scientific engineer, for which a high standard of education is required. For university women, now that technical training can be had without trouble, it is a fairly easy matter. Those already at work without university qualifications might attend technical colleges, but experience shows that, for the present, at any rate, workers are chiefly intent on reaping a golden harvest while they may, and



SOLDIERS' WIVES AS TOY-MAKERS:  
CARRYING MATERIAL.

A large toy factory has been established at the Albany Institute, Deptford, with success, and a large number of soldiers' wives are working there carrying out the work thoroughly from beginning to end, and our picture is evidence of their content.

Photograph by L.N.A.

show but little interest in the theoretical side of the work they do with so much skill.

As to the future, managers and owners of engineering works are chary of making definite statements in the face of so much uncertainty, but engineers expect a rush of work when the war is over, and no doubt those who are best organised will reap the benefit. It really rests with the women themselves whether they are going to make good their position in the engineering world and prepare themselves in order to be able to grasp opportunities as they come along, for as far as can be ascertained, the authorities are ready to appreciate good and original work, irrespective of sex. In conclusion, it may be added that in order to increase the supply of technically trained men and women at a quicker rate than can be done in busy shops, training workshops are being established in large towns, and good and efficient operators are always snapped up by engineering firms.

CLAUDINE CLEVE.



GERMAN AND AUSTRIAN VIL

Two enemy aircraft brought down in the European War area are seen on this photograph. It shows the skeleton remains of a German aircraft, Nesvizh, a town on a tributary of the sector of the Russian front—while being captured by Russian officers and soldiers. One



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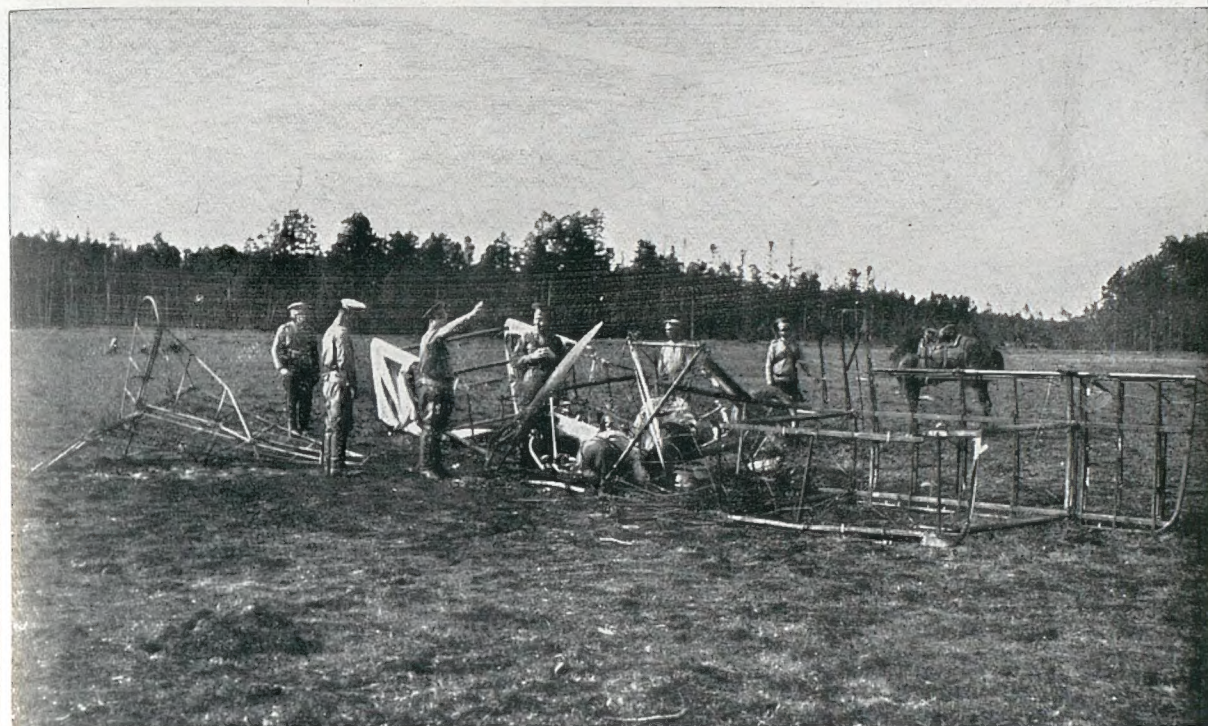
#### TOY-MAKERS: MATERIAL.

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CLAUDINE CLEVE.

### Enemy Aircraft that Met Their fate.



#### GERMAN AND AUSTRIAN VICTIMS: ONE WINGED NEAR THE NIEMEN—ONE ON FIRE NEAR VENICE.

Two enemy aircraft brought down in widely different places in the European War area are seen on this page. The upper illustration shows the skeleton remains of a German aeroplane, shot down near Nesvizh, a town on a tributary of the Niemen, in the northern sector of the Russian front—while being examined by a party of Russian officers and soldiers. One of the Russians may be

observed creeping on hands and knees through the stays of the framework to search for documents where the pilot had his seat. The lower illustration shows an Austrian aeroplane which was brought down in flames by Italian anti-aircraft guns on the Venetian plain. The Austrians adopt the same mark for their craft as the Germans, a Black Cross, the Imperial German aeroplane badge.





# Where Important Events are Taking Place: Athens



"THE EYE OF GREECE"—AT PRESENT SOMEWHAT DIMMED: A VIEW OVER ATHENS, WHERE  
 "Athens, the eye of Greece," as Byron called her, has of late had the lustre of her fame tarnished by the treacherous attack  
 made upon the Allied forces on December 1. Since that date events in Greece have been moving rapidly, and at the moment  
 of writing it is impossible to say what the situation in Athens may be now. It will be recalled, however, that on December 8

# General View of the

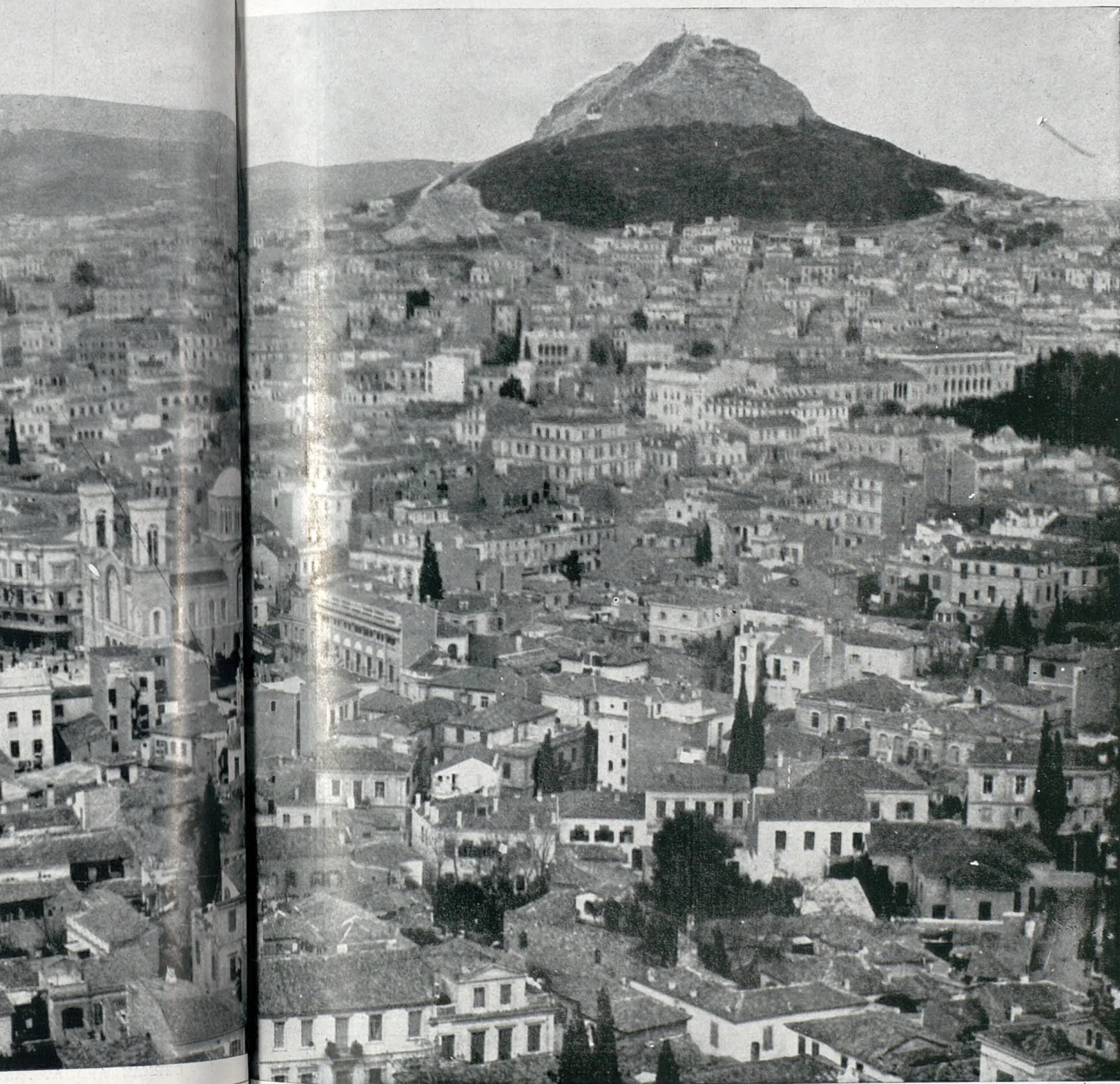


FIGHTING OCCURRED ON DECEMBER 1 BETWEEN  
 the Allies declared a blockade of Greece and of the  
 authorities." Describing the fighting in Athens  
 Athens about five o'clock in the evening. Four



Place: Athens

# General View of the Disturbed Capital of Greece.



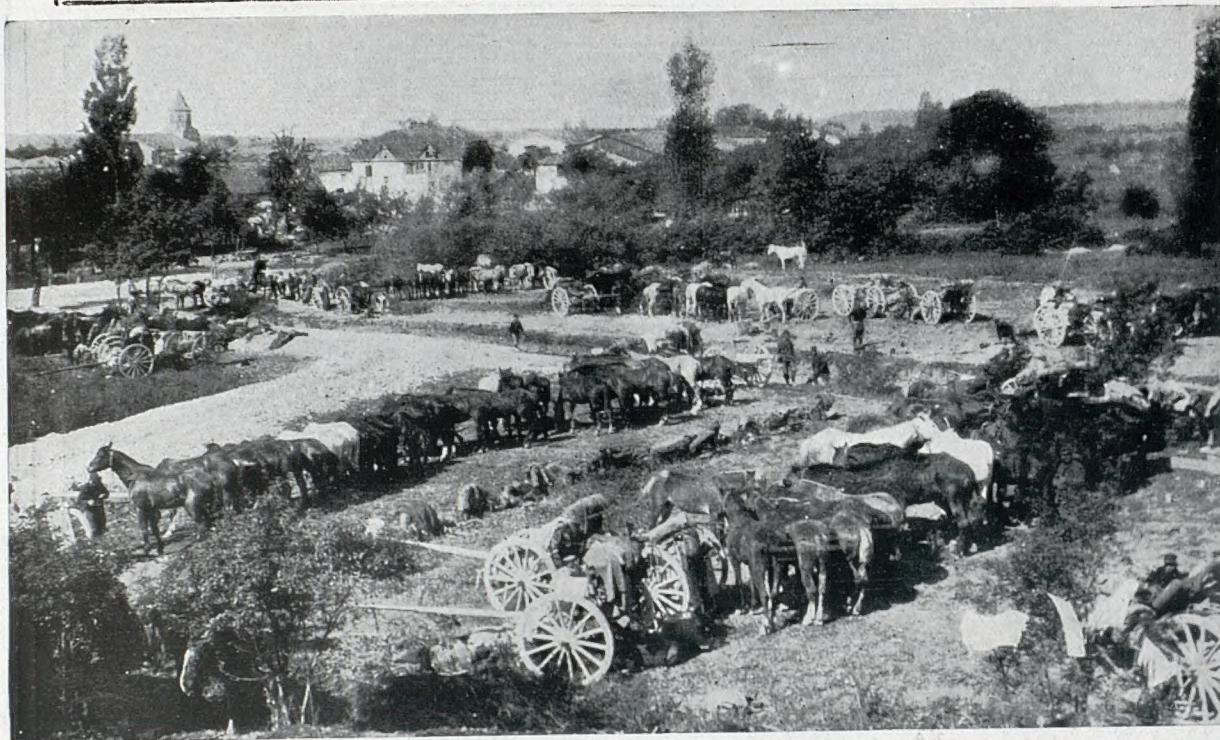
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FIGHTING OCCURRED ON DECEMBER 1 BETWEEN AN ALLIED FORCE AND GREEK TROOPS.

the Allies declared a blockade of Greece and of the islands "at present under the dependency or occupation of the Greek Royalist authorities." Describing the fighting in Athens on December 1, Mr. G. J. Stevens wrote: "The Fleet started sending shells into Athens about five o'clock in the evening. Four shells fell near the Royal Palace, one damaging the Royal kitchens."—[Photo. C.N.]



## french Reserves on the Somme front.



## AWAITING ORDERS: A FIELD ARTILLERY PARK AND HORSE LINES;—AN INFANTRY COMPANY.

The upper illustration shows a French reserve artillery park in rear of the Somme battle-area. "Park" is the term for a stationary collection of guns awaiting disposal. It is also used for the place in a fortress where heavy artillery not mounted on the ramparts is kept, ordinarily ranged on some vacant space within the fortifications. Before the war huge parks of guns

allotted to local army corps on mobilisation were to be seen in the larger German fortresses, as well as reserve fortress guns. The French batteries seen above have their guns grouped by themselves, and the artillery teams also separately grouped. A French infantry company in second line on the Somme front, awaiting orders, is seen in the lower illustration.—[Photos. by C.N.]

## The II



"AS HARD AS NAIL"